M. Jodi Rell
GOVERNOR
STATE OF CONNECTICUT

September 7, 2010

Captain Marc Denno, USN
Commanding Officer
U.S. Naval Submarine Base New London
Groton, CT 06349-5000

Re: Letter of Offer

Dear Captain Denno,

The State of Connecticut ("State") hereby conveys this Offer Letter ("Offer") for the purpose of offering to the Department of the Navy ("Navy") an amount of money sufficient to fund certain infrastructure improvements at the U.S. Naval Submarine Base New London ("SUBASE"), Connecticut, in particular, (1) construction of a Submarine Bridge Team Simulator Facility and (2) construction of a Culinary Specialist Training Facility in the existing Cross Hall Galley, as more fully described below.

Submarine Bridge Team Simulator and Upgrades to Cross Hall Galley and Culinary Specialist Training Facility

Representatives of the State and Navy have been engaged in ongoing discussions since the latter part of 2007 on prospective infrastructure improvement projects at SUBASE suitable for State support. The State has reviewed several project proposals presented by SUBASE officials. After careful consideration, the State believes the current SUBASE proposals most suitable for support are: (1) design and construction of a single story high bay steel framed building addition to the north end of existing Building 448 for the purpose of housing the newly developed Submarine Bridge Team Trainer, identified as Navy Project Number P137; (2) Conversion of an underutilized area of the Cross Hall Galley into a full-scale, fully functional replica of the galley found in a Virginia class submarine, to include an adjacent training area for Culinary Specialists at SUBASE, identified as Navy Project Number RM 10-8885. Together, they are referred to herein as the "Project."

The State understands that the Project would consist of the following two components:

1. Submarine Bridge Team Simulator Facility. Design and construction of a 4,295 square feet, high bay steel frame addition to SUBASE building 448 will provide space for the installation of existing and newly developed simulators to provide individual and team training for submarine commanding officers and crews in a

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safe and efficient learning environment. Upon completion of this project, the Submarine Learning Center will consolidate simulator training operations into building 448 which will then allow for the future demolition of 61,952 square feet of older inefficient infrastructure. The Navy cost estimate for this component of the Project is Two Million Four Hundred Eighty Thousand Dollars ($2,480,000.00).

2. Culinary Specialist Training Facility and Upgrade to Cross Hall Galley. Design and construction of a full-scale, fully functional replica of the galley found on Virginia class submarines will enhance training operations for Culinary Specialists who deploy on submarines. By converting 700 square feet of the Cross Hall Galley, Navy Culinary Specialists will have a realistic learning environment found nowhere else in the Navy. In addition to the Virginia class galley, an adjacent area will be upgraded for education and training space. Upgrades to heating, air-conditioning, ventilation, fire protection, plumbing and electrical systems to support training will also enhance delivery of food service in the SUBASE primary dining facility. The operation of this training facility will significantly reduce travel expenses for the Navy as students will remain at SUBASE instead of traveling to other locations for this type of training. The Navy cost estimate for this component of the Project is Seven Hundred Forty Thousand Dollars ($740,000.00).

The total Navy cost estimate for both components of the Project is Three Million Two Hundred Twenty Thousand Dollars ($3,220,000.00).

The Navy has stated that the Project would improve the capability of SUBASE, and its Submarine Learning Center and Submarine School to carry out its operational mission to provide combat-ready submarines and crews for deployment by Fleet Forces Command, and would increase the base's military value. Demolition of older excess infrastructure that is made possible, but not specifically funded by this Project, is also a primary element of the strategic plan to enhance the base's military value. Accordingly, the State has concluded that the Project fully meets the grant criteria of the Statute and is an important and appropriate project for State support. On August 17, 2010 the Commission approved funding in the amount of Three Million Two Hundred Twenty Thousand Dollars ($3,220,000.00) (the "Funding") for the Project.

Offer of Project Funding

The State understands that the Secretary of Defense and the Secretaries of the Navy and other military services have authority to accept gifts for certain purposes under 10 U.S.C. § 2601 and the regulations prescribed thereto. The State further understands that such gifts may be subject to terms and conditions established by the donor. Accordingly, this Offer is made subject to and contingent upon the Navy's acceptance of certain Terms and Conditions, enclosed with this letter as Attachment A and made a part hereof.

Conclusion

The State of Connecticut is pleased to convey this Offer, which is made for the purpose of enhancing the military value of the SUBASE and to support the critical role of SUBASE in our nation's defense. We look forward to implementing this initiative with the Navy at the earliest possible time and stand ready to discuss details of the Offer.

Sincerely,

M. Jodi Rell

M. Jodi Rell
Governor

Enclosure

Cc: Connecticut Congressional Delegation
Robert Ross, Executive Director, CT Office of Military Affairs
Commissioner Joan McDonald, Department of Economic and Community Development

Attachment A

Terms and Conditions
For State of Connecticut Funding
Of Submarine Base New London Infrastructure Project

Project Description

1. For the purpose of this Offer, the "Project," shall consist of two parts: (1) a Submarine Bridge Team Simulator Facility, defined as Project Number P137 in the DD Form 1391 ("SBT Form") dated May 7, 2010, as provided to the State by the Navy and attached as Exhibit 1 hereto, and (2) Culinary Specialist Training Facility (Cross Hall Galley Upgrade), Project Number RM 10-8885 in DD Form 1391 ("Cross Hall Galley Upgrade Form") dated June 2, 2010, as provided to the State by the Navy and attached as Exhibit 2. The SBT Form and Cross Hall Galley Upgrade Form are referred to herein as the "Forms."

Funding

2. DECD will transfer the Funding to the Secretary of the Navy for the design and construction of the Project on SUBASE. The State will make available the Funding for the Project upon acceptance in writing of the Letter of Offer and these Terms and Conditions by a duly authorized official of the Navy and approval by the Attorney General of the State of Connecticut.

Certification of Cost and Budget

3. The Navy will provide to the State the SBT Form and the Cross Hall Galley Form as the certified cost estimates for the Project. The budget for the Project shall be in accordance with the certified cost estimates shown on the Forms. The Navy will promptly notify the State of any Project costs exceeding the estimates in the Forms. The notification shall be made at the time such excess costs become known to the Navy.

Requests for Additional Funding

4. Separate from contingency funding included in the Forms, the State may make available to the Navy additional funds for the Project in the event of cost overruns beyond the certified cost estimates. The Navy will request such additional funds in writing, subsequent to the notification required in Paragraph 3 above. Such request will (1) state the reasons for the cost overruns; (2) state the timeframe in which additional funds are needed; (3) include a revised certified cost estimate.

Change Orders

5. The Navy will consult with the State prior to a decision to commit to a change order in excess of five percent (5%) of the cost of the design or 5% of the total cost of the Project, as each is specified on the Forms.

Project Schedule and Documentation

6. The Navy will provide the State with copies of the following documents related to the Project: (i) contractor schedules upon approval by the Navy; (ii) all local, state and federal approvals upon receipt by the Navy; (iii) contractor invoices within fifteen (15) calendar days of completion of the Project; (iv) Department of the Navy Construction Contract Turnover & Close-out Checklists within 15 calendar days of completion; (v) final certification of total Project cost within 15 calendar days of completion; (vi) available as-built drawings for the Project upon request. The State and Navy agree to coordinate in good faith to resolve any Freedom of Information Act issues that may arise with respect to contractor invoices. Project "completion" shall be the date of formal final acceptance of the Project as shown on DD Form 1597.

Excess Funds

7. Upon completion of the Project as agreed, if the actual Project cost is less than the amount provided by the State, the Navy will return any remaining funding to DECD upon request of the State; provided, however, that the State may agree to allow the Navy to expend the remaining funds on additional improvements to the Project, improvements to the area immediately surrounding the Project, or other improvements to the SUBASE infrastructure as mutually agreed by the Navy and State.

Contracting Responsibility

8. The Navy shall award and administer such contracts as it considers necessary to accomplish the Project. Accordingly, the Navy shall be responsible for the resolution of protests, claims, and other disputes that arise under such contracts or solicitations therefore.

State Access

9. The Navy will give representatives of the State reasonable access to inspect the Project and related construction documents and Project expenditures provided that the State does so in a manner that will not interfere with Project construction or operational concerns of the Navy.

Liaisons

10. The State and the Navy agree to have specifically designated liaisons at all times. The State liaison will be the Executive Director of the Office of Military Affairs. The Navy liaison will be the Commanding Officer of the Submarine Base New London. The State and the Navy will promptly notify each other should there be a change of liaisons.

Duration

11. These Terms and Conditions shall remain in effect throughout the duration of the Project unless modified in writing by the State and the Navy and approved by the Attorney General of the State of Connecticut.

No Waiver of Sovereign Immunity

12. Nothing herein shall be construed as a waiver or limitation of sovereign immunity or other immunity of the State provided by Federal or State law.

ACKNOWLEDGED AND AGREED

FOR THE STATE OF CONNECTICUT

_____

Joan McDonald
Commissioner
Department of Economic and Community Development

Date: 9/7/10

Approved as to form by the Attorney General

By: _____
William B. Gundling
Associate Attorney General

Date: _____

FOR THE DEPARTMENT OF THE NAVY

_____[Name][Title]

Date: _____

Cover Sheet/Team List for:

Project Title: Submarine Bridge Team Simulator **Project Number:** P137

Location: GROTON, CONNECTICUT **Date:** 07-MAY-10

Prepared By: NAVSUBASE NEW LONDON CT **FY:** 2010 **UIC:** N00129

A. Team Check List: Completed: [ ] Working: [X]

B. Team Meeting: Date:

On-Site: [ ] VTC: [ ] Conference Call: [ ]

Project Cost ($000)

2480

C. Team Members:

Name	Position	Command	Phone Number
Bill Kelly	Technical Training Director	Submarine Learning Center	(860) 694-1716, ext 1709
Jeff Sullivan	Lead Planner	NAVFAC MIDLANT PWD NLON	(860) 694-2078

D. Remarks:

E. Required Attachments:

- [ ] MILCON CHECKLIST
- [ ] Economic Analysis
- [X] Site Plan
- [ ] Facility Planning Document(s)/P-80 Calculations
- [ ] R19 (Bachelor Housing Survey)
- [ ] Notice of Violation (NOV)
- [ ] Other
- [ ] PHOTOGRAPHS
- [X] Other

F. Endorsements:

Signature	Position	Date

1. Component	FY 2010 MILITARY CONSTRUCTION PROGRAM	2. Date
NAVY		07 MAY 2010

3. Installation(SA) and Location/UIC: N00129	4. Project Title
NAVSUBASE NEW LONDON CT GROTON, CONNECTICUT	Submarine Bridge Team Simulator

5. Program Element	6. Category Code	7. Project Number	8. Project Cost ($000)
	17135	P137	2,480

9. COST ESTIMATES

Item	UM	Quantity	Unit Cost	Cost($000)
SUBMARINE BRIDGE TEAM SIMULATOR (4,295 SF)	m2	399		1,720
NIMITZ HALL (4,295 SF)	m2	399	3,955.00	(1,580)
OPERATION & MAINTENANCE SUPP INFO (OMSI)	LS			(10)
INFORMATION SYSTEMS	LS			(40)
LEED AND EPACT 2005 COMPLIANCE	LS			(70)
SPECIAL COSTS	LS			(20)
SUPPORTING FACILITIES				420
ELECTRICAL UTILITIES	LS			(40)
MECHANICAL UTILITIES	LS			(120)
PAVING AND SITE IMPROVEMENTS	LS			(50)
SITE PREPARATIONS	LS			(90)
DEMOLITION	LS			(10)
LEED AND FEDERAL ENERGY ACT	LS			(110)
SUBTOTAL				2,140
CONTINGENCY (10%)				210
TOTAL CONTRACT COST				2,350
SIOH (5.7%)				130
SUBTOTAL				2,480
TOTAL REQUEST ROUNDED				2,480
TOTAL REQUEST				2,480
EQUIPMENT FROM OTHER APPROPRIATIONS (NON ADD)				(4,000)

Guidance Unit Cost Analysis

Cat Code	Facility	OSD Guid.	Guid. Cost	Guid. Size	Project Scope	Room Size Fctr	Area Size Fctr	Cost Fctr	Esc. Factor	Unit Cost
17135	NIMITZ HALL		3,955.00	399 m2	399 m2	1.0000		1.000	1.000000000	3,955.00

Preliminary cost analysis performed by Electric Boat Corp for NAVSEA/NUWC for construction of this addition. Costs were based on data from a similar type addition designed/constructed by Electric Boat at Subase NLON to house other trainers. Final costs presented in this document were verified using the PACES model.

10. Description of Proposed Construction:

The Using Activity for this project is planned to be: SUBMARINE SCHOOL SUBASE NEW LONDON.

This project constructs a single story high bay steel framed building addition to the north end of existing Building 448, Nimitz Hall. This addition will house the new Submarine Bridge Trainer (SBT). A new SBT trainer will be ready for delivery/installation at Subase NLON in FY12, funds for manufacture of the SBT trainer are part of the FY12

1. Component	FY 2010 MILITARY CONSTRUCTION PROGRAM	2. Date
NAVY		07 MAY 2010

3. Installation(SA) and Location/UIC: N00129	4. Project Title
NAVSUBASE NEW LONDON CT GROTON, CONNECTICUT	Submarine Bridge Team Simulator

5. Program Element	6. Category Code	7. Project Number	8. Project Cost ($000)
	17135	P137	2,480

President's budget.

The Virginia Ship's Control Trainer (VSCOT) and Multi-Class Ship's Control Trainer (21C7) will be installed in the new addition constructed by this project in 2011 under the FY11 demolition/consolidation project DE09-0758.

Construction of the addition includes: concrete foundation and structural floor to support training modules, standing seam insulated metal roof, mezzanine levels for each trainer and a brick facade. The new addition will take advantage of fire alarm and fire suppression system capacity in the existing building. Electrical power to feed the trainers and support equipment will take advantage of existing capacity from a nearby transformer. HVAC requirements for the equipment and personnel in the new addition are included in this project.

Installation and connection of the SBT will be funded by the SBT resource sponsor.

11. Requirement: 399 m2 **Adequate:** **Substandard:**

FACILITY PLANNING DATA:

Category Code	Requirement	UM	Adequate	Substandard	Inadequate	Deficit/ Surplus
17135 OPERATIONAL TRAINER FACILITY	399	m2				

NOTES:

MILCON unspecified minor construction (UMC) funding is requested for this project based on qualification under OPNAVINST 11010.20G, 4.4.4 c.(6) "unexpected new items of major equipment, which are necessary for the performance of a primary mission, cannot be put into operation without the requested construction."

The primary mission of training submarine bridge/maneuvering teams has not changed, however, a new, vastly improved technology has recently become available. This major equipment cannot be put into operation without the requested construction. New construction is required to provide adequate high bay space to support the new technology simulator. High bay space suitable for this new technology trainer is not available in existing buildings.

Estimated cost of the SBT simulator is approximately $4M, based on ltr from CO, Submarine Learning Center to CNO (N87) 11 Jul 07, 1500, Ser SLC/237.

SCOPE:

The project scope was derived from a preliminary design and cost estimate performed by General Dynamics, Electric Boat Division (GDEB), funded by the Naval Sea Systems Command through the Naval Undersea Warfare Center, Newport (NUWC) to construct an addition to

1. Component NAVY	FY 2010 MILITARY CONSTRUCTION PROGRAM	2. Date 07 MAY 2010
3. Installation(SA) and Location/UIC: N00129 NAVSUBASE NEW LONDON CT GROTON, CONNECTICUT	4. Project Title Submarine Bridge Team Simulator	

5. Program Element	6. Category Code	7. Project Number	8. Project Cost ($000)
	17135	P137	2,480

Building 448 at Submarine Base New London (Subase NLON).

The addition will house the new Submarine Bridge Trainer (SBT) recently developed by NUWC which will be available for delivery to Subase, New London in Quarter 3 of FY10. The new addition to house the SBT is planned for completion between October and December of 2010.

In addition to the Submarine Bridge Trainer, two other trainers (VSCOT and 21C7) consolidated from Subase NLON facilities slated for demolition in FY11 are planned to be installed in the new addition. Co-locating the three trainers provides the capability to efficiently link them together in the near future to improve training value.

The size of the new addition is controlled by the minimum space required for the three trainers plus their associated servers, instructional space and instructor simulation interface stations. The footprint of the addition is 332m2 with 399m2 of first floor and mezzanine floor space. These trainers are unique with no established P-80 facility planning criteria. See attached documents for facility layout and square footage details.

PROJECT:

This project constructs a building addition to house the $4M new technology submarine bridge trainer. It also provides space for two additional trainers that will be moved to the new addition via an FY11 demolition/consolidation project, DE09-0758.

(Current Mission)

REQUIREMENT:

Additional facility space is required to house the new technology Submarine Bridge Trainer (SBT) simulator at the Submarine Learning Center (SLC) facilities, Subase NLON. The SBT simulator replaces and significantly enhances training value compared to the virtual environment submarine (VESUB) technology currently in use. The basic facility requirement (BFR) for the VESUB technology is 696 square feet of conventional single story training space. The new technology SBT trainer BFR is 2,411 square feet of high bay space. The VSCOT and 21C7 simulators require 1,884 square feet.

Submarine officer basic and advanced (SOBC/SOAC) training courses utilize the SBT, VSCOT and 21C7 trainers as part of their standard curriculum. The prospective submarine executive/commanding officer course also uses these simulators for training. In addition to officers the enlisted submarine sailors are required to train on these simulators as part of basic enlisted submarine school (BESS) and later as part of refresher training when sailors receive orders to a new class of submarine.

This trainer is far superior compared to currently employed training systems, the first of its kind. This project is required to:
- significantly improve officer/sailor training in ship handling/maneuvering and eliminate potential negative training effects of existing systems
- eliminate life-cycle costs associated with operating/updating inferior technology -

1. Component NAVY	FY 2010 MILITARY CONSTRUCTION PROGRAM	2. Date 07 MAY 2010
3. Installation(SA) and Location/UIC: N00129 NAVSUBASE NEW LONDON CT GROTON, CONNECTICUT	4. Project Title Submarine Bridge Team Simulator	

5. Program Element	6. Category Code	7. Project Number	8. Project Cost ($000)
	17135	P137	2,480

provide a cost efficient location for operational shakedown of the new technology, only 56 miles from the SBT trainer's supporting command (NUWC, Newport, RI).

The size of the addition constructed by this project (4,295 sf) is larger than that required for the SBT alone (2,411 sf). A larger facility is requested as part of this FY10 project to reduce costs for future construction required to house related VSCOT and 21C7 ship's control trainers. Cost savings for constructing the full capacity facility now instead of a portion to house the SBT in FY10 and the remainder for the VSCOT and 21C7 trainers in FY11 is estimated at $212,000. This does not include the additional administrative costs associated with exercising two separate contract actions.

CURRENT SITUATION:

One element of the Submarine Learning Center, Submarine School mission is to train submarine officers/sailors in practical navigation, piloting and ship handling/maneuvering skills. The technology currently used to accomplish this mission at Sub School and other training centers throughout the fleet is far inferior to the new technology that is part of the SBT system. The systems currently used to meet the mission are the Virtual Environment Submarine (VESUB) and Submarine Piloting and Navigation (SPAN/RSPAN) systems.

Currently the Officer of the Deck (OOD) uses the VESUB system for bridge training. This system consists of a helmet with display screen worn by the OOD, plugged into the VESUB simulator. Only the OOD benefits from the view produced by this device, not the rest of the bridge team. This device cannot be linked to the navigation and piloting trainer.

The SPAN/RSPAN (submarine piloting and naviagtion) system is superior to the VESUB system because it allows interactive training for the entire maneuvering team, however, it has limitations. In an 11 Jul 07 letter (1500, Ser SLC/237) from the Commanding Officer SLC to the Commander Submarine Forces it states for the SPAN/RSPAN equipment used to train the navigation/piloting team and helm and bridge watchstanders that "the bridge view is limited by operator machine interface (OMI) that creates artificial and unnecessary interaction that may promote negative training." This letter was endorsed by Commander Submarine Forces and forwarded to Chief of Naval Operations (N87) on 16 Jul 07.

The new SBT technology is a "class-configurable, hydrodynamics-based physics simulation that provides in extremis hydrodynamics, environmental simulations (weather, current, sea state 0-5, visibility, day-night, etc), and supporting auditory simulation. The fidelity of the virtual reality should provide trainees a sense of ship's motion." (excerpt from the 11 Jul 07, 1500 Ser SLC/237 letter) The advancements of the new SBT technology provide a more dynamic, realistic, full-immersion (360 degree azimuthal coverage) simulation for the entire bridge team. The SBT is capable of allowing the bridge team to interact real-time with the piloting/navigation team on the SPAN/RSPAN. The bridge team gets the 360 degree view of changes as they relay commands/information to/from the piloting/navigation team as they stand in the center of the 360 degree screen, atop a mock-up of the

1. Component	FY 2010 MILITARY CONSTRUCTION PROGRAM	2. Date
NAVY		07 MAY 2010

3. Installation(SA) and Location/UIC: N00129	4. Project Title
NAVSUBASE NEW LONDON CT GROTON, CONNECTICUT	Submarine Bridge Team Simulator

5. Program Element	6. Category Code	7. Project Number	8. Project Cost ($000)
	17135	P137	2,480

submarine's bridge. The piloting/navigation team sees what they would normally see during submarine operations which are a series of flat panel displays. This eliminates the "negative training" referenced in the paragraph above, both teams interact as they would normally and their view is as it would be in real life operations (train as we fight). The SBT can operate in the team mode or in stand-alone mode, for the bridge crew alone.

The SLC is in the process of consolidating operations and demolishing 61,952 sf of excess space under project DE09-0758. After demolition of this excess space and consolidation into existing facilities and construction of the new addition provided by this project, SLC's Submarine School facility footprint will have been reduced by 57,775 square feet.

The existing building being added onto, Building 448, was constructed in 1971 with an addition in 1979; it has an MDI of 65. Building 448 is a four story permanent structure of irregular configuration, encompassing 61,745 sf. Repair project RM1-03, an FY10 project, is programmed to remediate asbestos. This $12M project will remediate asbestos on structural steel fire proofing as well as perform HVAC repair (including HVAC required to support SPAN/RSPAN from consolidation/demo project DE09-0758), fire sprinkler addition, replacement of ceiling tiles and some lighting, repainting of the interior and roof replacement. Building 448 will remain a part of the Navy's active facility inventory into the foreseeable future. The new addition constructed by this project will provide a complete and useable project for the SBT simulator, independent of the DE09-0758 project.

IMPACT IF NOT PROVIDED:

If funding is not provided at this time there are a number of significant impacts:

1) submarine officers and sailors will not benefit from the advanced, integrated bridge/piloting/navigation/maneuvering team training available to them, possibly preventing at-sea mishaps

2) Bldg 152 would not be available for demolition; there is no other high bay space available for the VSCOT and 21C7 trainers from Bldg 152 to go other than the new addition to Bldg 448 (this project, P-137)

3) Bldg 152 (17,152 square feet) would have to remain in service at an estimated annual O&M cost ($20.62/square foot x 17,152 sqaure feet) of $354,000/year; since the VSCOT and 21C7 trainers only require 1,884 square feet of facility space the Navy would be paying the full O&M cost for a 17,152 square foot facility for only 1,884 square feet of requirement, 100% cost for 11% facility useage.

ADDITIONAL: Economic Alternatives Considered:

1. Component	FY 2010 MILITARY CONSTRUCTION PROGRAM	2. Date
NAVY		07 MAY 2010

3. Installation(SA) and Location/UIC: N00129	4. Project Title
NAVSUBASE NEW LONDON CT GROTON, CONNECTICUT	Submarine Bridge Team Simulator

5. Program Element	6. Category Code	7. Project Number	8. Project Cost ($000)
	17135	P137	2,480

A. Status Quo:

There is no status quo alternative. There is not sufficient high bay space currently available on or near the Submarine School campus to house the emergent technology trainer.

B. Renovation/Modernization:

There will not be space available for renovation/modernization after the FY11 DE09-0758 consolidation/demolition project.

It is possible to take Bldg 152 off the DE09-0758 demilition project (Bldg 152 is where the VSCOT and 21C7 trainers are currently located) and modify it to accommodate the 2,411 square foot requirement for the new SBT trainer. However, the cost for this renovation, due to structural modifications to the building and asbestos remediation required, would exceed construction cost for P-137, the new addition to Bldg 448.

C. Lease:

Leasing is not a viable solution. The three trainers that are part of this project need to be linked to SPAN/RSPAN equipment that will be located in Building 448. The trainers housed in the new addition have strict security requirements that are best protected inside a controlled perimeter.

D. New Construction:

Construction of the addition to Bldg 448 is the most effective and efficient solution. This project takes advanatage of some existing utilities in Building 448 as well as the Building 448 structure.

Construction of a stand alone building to house the trainers is estimated at $2.3M using UFC 3-701-09 DRAFT Cost Factor Handbook guidance for high tech/simulation training, high bay space.

E. Other Alternatives:

There are no other reasonable alternatives available.

F. Analysis Results:

Construction of an addition to Building 448 is best solution for the requirement.

12. Supplemental Data:

Site Approval:

[ ] Yes, obtained date:
[X] No, expected date: 12/2009

Issues (If yes, please provide discussion under issue):

Yes	No	
[ ]	[X]	DDESB, AICUZ, Airfield, EMR, or wetlands
[ ]	[X]	Endangered species/sensitive habitat
[ ]	[X]	Air quality

1. Component	FY 2010 MILITARY CONSTRUCTION PROGRAM	2. Date
NAVY		07 MAY 2010

3. Installation(SA) and Location/UIC: N00129	4. Project Title
NAVSUBASE NEW LONDON CT GROTON, CONNECTICUT	Submarine Bridge Team Simulator

5. Program Element	6. Category Code	7. Project Number	8. Project Cost ($000)
	17135	P137	2,480

	X	Cultural/archeological resources
	X	Clearing of trees
	X	Known contamination at selected site
	X	Operational problems
	X	Traffic patterns impact
	X	Existing utilities upgrade
	X	Ordnance sweep required prior to Construction

Planning (If no, please provide an explanation):

Yes	No	
X		Consistent w/ Master Plan or Base/Regional Dev.

Host Nation Approval: N/A

National Capital Region Approval: N/A

NEPA Documentation:

Yes	No	
X		Complete

Environmental documentation attached. project issued a Cat Ex under Exclusion #34.

Level of NEPA:

Yes	No	
X		Categorical Exclusion
	X	Environmental Assessment(EA)
	X	Environmental Impact Statement(EIS)
	X	Memorandum of Negative Decision

Mitigation Issues:

Yes	No	
	X	Wetlands replacement/enhancement
	X	Hazardous waste
	X	Contaminated soil/water
	X	Other

Environmental Cleanup: N/A

Project Issues:

Yes	No	
	X	System safety
	X	Soils - foundation and seismic conditions
	X	Construction/operational permits
	X	Local air quality/wastewater permits
	X	Complies with Final Governing Standard (Environmental standard for Spain, Italy & Greece)
	X	Land Acquisition (i.e. location, quantity)
	X	Technical Operating Manuals
	X	Feasibility/Constructibility in FY

1. Component	FY 2010 MILITARY CONSTRUCTION PROGRAM	2. Date
NAVY		07 MAY 2010

3. Installation(SA) and Location/UIC: N00129	4. Project Title
NAVSUBASE NEW LONDON CT GROTON, CONNECTICUT	Submarine Bridge Team Simulator

5. Program Element	6. Category Code	7. Project Number	8. Project Cost ($000)
	17135	P137	2,480

- [ ] [X] Historical Preservation
- [ ] [X] Does the facility have an overhead crane requirement?
- [ ] [X] Navy Crane Center contacted to assist with dev. of crane estimate (lifting capacity < 10-tons)?
- [ ] [X] Navy Crane Center contacted to coord. procurement and timelines (lifting capacity >= 10-tons)?

Yes No

- [ ] [X] Physical Security:
  - [ ] Shielding
  - [ ] SCIF
  - [ ] Fencing
  - [ ] IDS
  - [ ] Other Type:

BUDGET ESTIMATE SUMMARY SHEET:

Item	UM	Quantity	Unit Cost	Total Cost
Special Construction Features:				
OPERATION & MAINTENANCE SUPP INFO (OMSI)	LS			10,092
OMSI (Technical Operating Manuals)	EA	1	10,092.22	10,092
INFORMATION SYSTEMS	LS			35,000
Infomation Systems	LS	1	35,000.00	35,000
LEED AND EPACT 2005 COMPLIANCE	LS			65,599
LEED and EPAct 2005 Compliance	EA	1	65,599.42	65,599
SPECIAL COSTS	LS			19,175
PCAS*	EA	1	19,175.21	19,175
Utilities and Site Improvements:				
ELECTRICAL UTILITIES	LS			44,264
Electrical Distribution, Secondary	m	34	1,301.90	44,265
MECHANICAL UTILITIES	LS			123,125
Heat Distr Underground: Site	m	61	2,018.44	123,125
PAVING AND SITE IMPROVEMENTS	LS			46,096
Landscaping	m2	93	403.69	37,543
Sidewalks: Concrete	m2	113	75.69	8,553
SITE PREPARATIONS	LS			85,009
Earthwork	m2	843	100.84	85,008
DEMOLITION	LS			6,560
Removal of existing Bldg 448 siding	EA	1	6,559.94	6,560
LEED AND FEDERAL ENERGY ACT	LS			109,223
Low Impact Development: Features & Premiums	EA	1	89,467.51	89,468
Storm Water Managment Plan	m3	435	45.41	19,753

1. Component	FY 2010 MILITARY CONSTRUCTION PROGRAM	2. Date
NAVY		07 MAY 2010

3. Installation(SA) and Location/UIC: N00129	4. Project Title
NAVSUBASE NEW LONDON CT GROTON, CONNECTICUT	Submarine Bridge Team Simulator

5. Program Element	6. Category Code	7. Project Number	8. Project Cost ($000)
	17135	P137	2,480

A. Estimated Design Data:

1. Status:

(A) Date design or Parametric Cost Estimate started	05/2009
(B) Date 35% Design or Parametric Cost Estimate complete	07/2009
(C) Date design completed	03/2010
(D) Percent completed as of September 2008	100%
(E) Percent completed as of January 2009	100%
(F) Type of design contract	Design Build
(G) Parametric Estimate used to develop cost	No
(H) Energy Study/Life Cycle Analysis performed	No

2. Basis:

(A) Standard or Definitive Design	No
(B) Where design was previously used	

3. Total cost (C) = (A) + (B) = (D) + (E):

(A) Production of plans and specifications	
(B) All other design costs	
(C) Total	$0
(D) Contract	
(E) In-house	

4. Contract award:	02/2010
5. Construction start:	03/2010
6. Construction complete:	10/2010

B. Equipment associated with this project which will be provided from other appropriations:

Major Equipment	Funding Source	Fund Year	Installation Start-End Mo/Yr		Shakedown Start-End Mo/Yr		IOC Date Mo/Yr	Cost
Submarine Bridge Trainer Simulator	RDT&E	2010	09/2010	11/2010	12/2010	12/2010	12/2010	4,000,000

JOINT USE CERTIFICATION:

The Regional Commander certifies that this project has been considered for joint use potential. Unilateral Construction is recommended. Mission requirements, operational considerations, and location are incompatible with use by other components.

Activity POC: Jeff Sullivan Phone No: 860-694-2078

Attachments:

Site Plan
Other

1. Component	FY 2011 SPECIAL PROJECTS PROGRAM	2. Date
NAVY		02 JUN 2010

3. Installation(SA)& Location/UIC: N00129	4. Project Title
NAVSUBASE NEW LONDON CT GROTON, CONNECTICUT	CROSS HALL GALLEY UPGRADE - STATE OF CONNECTICUT PROJECT

5. Program Element	6. Category Code	7. Project Number	8. Project Cost ($000)
Other	72210	RM 10-8885	$740

9. COST ESTIMATES

Item	UM	Quantity	Unit Cost	Cost($000)
EQUIPMENT REMOVAL - Restoration and Modernization	LS	1	50,000.00	50
UTILITY UPGRADE	LS	1	200,000.00	200
electrical system upgrade - Restoration and Modernization	LS	1	25,000.00	(25)
ventilation system upgrade - Restoration and Modernization	LS	1	50,000.00	(50)
fire surpression system upgrade - Restoration and Modernization	LS	1	50,000.00	(50)
plumbing upgrades - Restoration and Modernization	LS	1	50,000.00	(50)
lighting system upgrade - Restoration and Modernization	LS	1	25,000.00	(25)
EQUIPMENT				350
equipment purchase - Restoration and Modernization	LS	1	200,000.00	(200)
metal fabrication - Restoration and Modernization	LS	1	150,000.00	(150)
Subtotal				600
Contingency (5%)				(30)
SIOH (8%)				(50)
Design-Build Design (10%)				(60)
Total Funded Cost				740
Classification of Work				
Restoration and Modernization				740
SIC - Restoration and Modernization(RM)				690

1. Component	FY 2011 SPECIAL PROJECTS PROGRAM	2. Date
NAVY		02 JUN 2010

3. Installation(SA)& Location/UIC: N00129	4. Project Title
NAVSUBASE NEW LONDON CT GROTON, CONNECTICUT	CROSS HALL GALLEY UPGRADE - STATE OF CONNECTICUT PROJECT

5. Program Element	6. Category Code	7. Project Number	8. Project Cost ($000)
Other	72210	RM 10-8885	$740

10. Description of Proposed Construction

This is a project to be completely funded by the State of Connecticut through a special arrangement with the the Department of the Navy.

This project will design and construct a full-scale, fully functional replica of the galley found on Virginia class submarines. By converting 700 square feet of the Cross Hall Galley, Building 446, Navy Culinary Specialists will have a realistic learning environment found nowhere else in the Navy. In addition to the Virginia class galley, a small adjacent area will be upgraded to allow Culinary Specialists to complete their initial training in an efficient learning environment. Also included are modifications to heating, air conditioning, ventilation, fire protection, plumbing and electrical systems necessary to support the kitchen. .

11. Requirement

FACILITY PLANNING DATA:

Category Code	Requirement	UM	Adequate	Substandard	Inadequate	Deficit/ Surplus
72210 ENLISTED DINING FACILITY	30,975	SF	1,200	28,960		-815

PROJECT:

This project is to be completely funded by the State of Connecticut through a special arrangement between the State of Connecticut and the Navy.

The project will convert an under-utilized secondary wash area into a full-scale fully functional galley identical to the galley found on Virginia class submarines. Navy Culinary Specialists will be able to train using the same equipment in the same configuration they will find when they deploy.

The project will remove the wash line and other existing equipment, close off the area from an adjacent actively used wash area, make necessary modifications to the utility and support systems, install the submarine galley equipment, and install additional equipment necessary to allow complete and efficient training of the Culinary Specialists.

The galley found on Virginia class submarines uses many commercial products and these same products will be used in this project to the maximum extent possible. Benches, storage units, production surfaces, counters, serving areas, and other equipment will either be purchased from commercial equipment suppliers or fabricated on-site.

(Current Mission)

REQUIREMENT:

This is a newly identified requirement to enhance the training of Culinary Specialists.

CURRENT SITUATION:

1. Component	FY 2011 SPECIAL PROJECTS PROGRAM	2. Date
NAVY		02 JUN 2010

3. Installation(SA)& Location/UIC: N00129	4. Project Title
NAVSUBASE NEW LONDON CT GROTON, CONNECTICUT	CROSS HALL GALLEY UPGRADE - STATE OF CONNECTICUT PROJECT

5. Program Element	6. Category Code	7. Project Number	8. Project Cost ($000)
Other	72210	RM 10-8885	$740

Currently Navy Culinary Specialists complete their training at locations remote from the Groton Submarine School. Completing this project will allow for a reduction in travel cost and increase training efficacy.

IMPACT IF NOT PROVIDED:

Culinary Specialists will continue to train on equipment that is not similar to what they will use onboard submarines and will have to travel to complete training.

NOTES:

ADDITIONAL:

A. Facilities Data: No facilities are linked to this project.

B. AIS Data:

C. Hazardous Material Information:

D. Economic Analysis:

Economic Analysis required per OPNAVINST 11010.20G ☐ (Yes if Checked)

E. Phasing ($000): None

F. Other Proposed Projects:

G. Status of Design:

Activity POC: Robert Yust Phone No: 860-694-4984

Attachments:

12. Signatures

Electronic Signature	Position	Date
	Public Works Officer Regional Engineer	